

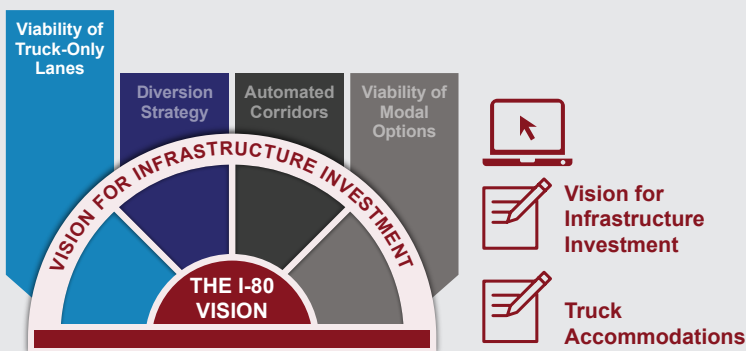
# I-80 INTEGRATED VISION: VIABILITY OF TRUCK LANES

July 2018



INTERSTATE 80 PLANNING AND  
ENVIRONMENTAL LINKAGES (PEL) STUDY

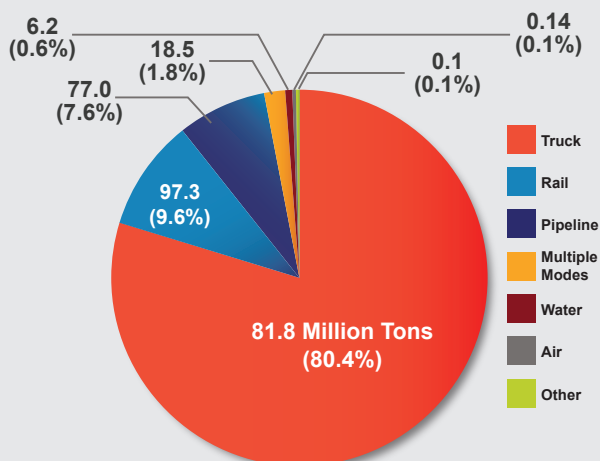
The I-80 Vision is an integrated mobility solution for Iowa. It is the compilation of parts of multiple individual strategies that combine for a comprehensive, long-term solution. Truck lanes were examined as a standalone strategy, but were determined to not meet the improvement goals. Some elements of the strategy are incorporated in the Vision.



## Strategy Description

Roughly one out of every three vehicles along rural I-80 in Iowa is a truck. Trucks are essential for moving freight and moving Iowa's commerce forward. Yet high truck volumes contribute to the interstate's operational and safety challenges. So could trucks be separated from passenger cars to improve the overall traffic flow? Could truck-only lanes provide added benefits to motor carriers?

### IOWA FREIGHT TONNAGE BY MODE, (MILLIONS OF TONS)



Source: Iowa State Freight Plan

## Features of the Strategy

The Truck-Only Lane Strategy would include constructing a four-lane roadway within the median for exclusive truck use. These new lanes would allow heavier loads and longer trailer combinations for improved freight transport. Auto travel would be served by three general purpose lanes located to the outside in each direction. For this strategy to work effectively, a high percentage of truck traffic would need to use the new, exclusive lanes, except to exit or enter the interstate. New state legislation would likely be required to enforce lane restrictions and violations.

### Benefits to Travelers

- Increased safety
- Better travel reliability
- Higher energy efficiency
- Improved air quality
- More efficient freight transport
- Better incident management

## Integration with the Vision

A new truck-only facility across Iowa would undoubtedly be beneficial and would fulfill several of the improvement goals. However, it would not be a reasonable solution for three primary reasons – affordability, ease of implementation and cost-effectiveness. This concept would cost twice as much as general widening and would not be affordable, taking nearly 65 years to build. Furthermore, the full benefits would not be delivered until full completion.

## Truck Features in the Vision

- Additional general lanes for improved and safer truck and auto travel.
- Reconstruction of rest areas when needed.
- Truck parking management and information system.
- Future possible studies and deployment of lane and speed management for trucks.